

PLAN	4-7-55
NWAY	8-30-55
N	9-27-55
NWAY	9-30-55

BOOK NO. 3478
3404 PAC

9+15 - 9+50 LT.
RECONST. 35' x GRAN.
CURB 37.4

8+95 - 9+15 LT.
CONST. 20' x 3"
ASPH DRIVE RAMP

N.H.
M. ASS.

8+85 - 8+95 LT.
CONST. 10' STR GRAN CURB D

MARK T-1
7+45 - 8+85 LT.

RECONST. 140' x GRAN CURB
145.3

7+45 - 8+95 LT.
CONST. 150' x 2' ASPH.
S.W. 5' WIDE

SIDEWALK

N 84°-08'-45"E

GRANITE CURB

B.M.
7+30

PROP ROW

7+30 - 8+65 RT.

CONST. 135' x STR
GRAN CURB D, MICKEL

Parking Area

Clayton
Hd

Hd.
Edc.

CARROLL F. RANDALL

7+35.57
CONST. PROJECT
MARKER



STA. 7+35.57
BEGINNING OF 26(2)

EL. 84.00

-2.50%

VC=400'

PC = 8+23.48

P1 = 9+20.85
Δ = 12°-01'-45"
D = 6°-12'
T = 97.37'
L = 194.02'
R = 924.2'

9+35± LT.
RETAIN CON
STEPS

CONST. 6'
Dr
9+05± 1
RETAIN DI
9+50 - 9+95
CONST. 58' x S
CURB D (RE
CURB) MARI

73.3
79.3
79.60
78.1

20
1+15 LT

STR. GRAN. CURED
2K J-3
2' ASPH. S.W. 5' WIDE

0 - 10+30 LT

1. 60' x 3' ASPH.
DRIVE RAMP

5' LT
NDI 120' R.C.P.

1+00
1+02 LT
5' x 5' STR. GRAN
(REM. CONC.
MARK J-2

1.85
-45' LT

11+15-11+27 LT
CONST. 15' x 3' ASPH.
DRIVE RAMP

11+25 - 12+20 LT
CONST. 6' x 5' STR.
GRAN. CURB D
MARK J-4
CONST. DRIVE
ASPH. S.W. 5' WIDE

12+35-13+05 LT

CONST. 20' x 5' STR.
GRAN. CURB D
MARK J-5

12+10 LT

CONST. DIVE B
GR. CURB
DIVE TV B
OLIVE C. FOWLER
EST. OLIVE B. FOWLER
12+20-12+35 LT
CONST. 15' x 3' ASPH.
DRIVE RAMP

13+05-13+20 LT

CONST. 15' x 3' ASPH. DRIVE

13+20-13+70 LT

CONST. 15' x 3' STR. GRAN.
15' x 5' x 2' ASPH.

13+70-13+82 LT

CONST. 12' x 3' ASPH

13+82-13+95 LT

CONST. 15' x 3' STR. GRAN.
14+2' A

14+10

CONST. EX

14+80

CONST. G

BARR &
BROOMFIELD

BARR & BROOMFIELD
GERALD R. & ELVIRA P.
THOMPSON

IRENE EATON

10+50-10+65 RT
CONST. 15' x 3' ASPH.
DRIVE RAMP

9+05-10+50 RT

CONST. 14' x 5' STR. 15' x 5'
GRAN. CURB D MARK K-2
CONST. 14' x 2' ASPH. S.W. 5' WIDE

12+10-12+30 RT

CONST. 20' x 3' ASPH.
DRIVE RAMP

11+50-12+10 RT

CONST. 60' x 5' STR. GRAN. CURED
MARK J-4
60' x 2' ASPH. S.W. 5' WIDE

11+35-11+50 RT

CONST. 15' x 3' ASPH.
DRIVE RAMP

10+65-11+35 RT

CONST. 20' x 3' STR.
GRAN. CURB D MARK K-3
CONST. 10' x 2' ASPH. S.W. 5' WIDE

14+00 TO 15+75 RT
EXCAVATE LIDGE
CONST. PARKING AREA
(ASPH. SURFACE FRONT)

12+30 TO 14+00 RT

CONST. 20' x 15' SS R.C.P.

12+20 RT

CONST. C.B.T. B

12+10 TO 12+20 RT

CONST. 30' x 12' SS R.C.P.

EL. 75.08

VC+200

+75

+75

GRADE LINE & FINISHED ROADWAY

14+88 LT. - 15+00 RT.
CONST. 44' x 12' SSRCP

13+05 - 13+20 LT.

CONST. 15' x 3' ASPH. DRIVE RAMP

13+20 - 13+70 LT.

CONST. 50' x 5' STR. GRAN CURB D; MARK J-G
" 50' x 2' ASPH. SW. 5' WIDE

13+70 - 13+82 LT.

CONST. 12' x 3' ASPH. DRIVE RAMP

13+82 - 13+95 LT.

CONST. 100' x 5' STR. GRAN CURB D; MARK J-G
" 100' x 2' ASPH. SW. 5' WIDE

14+96 - 15+06 LT.
CONST. 10' x 3' ASPH. DRIVE RAMP
15+06 - 16+15 LT.
CONST. 100' x 5' STR. GRAN CURB D; MARK J-G
CONST. 109' x 2' ASPH. SW. 5' WIDE

14+50 - 17+75 LT.
CONST. APPROACH COLLINS RD.
(C-2 RD. MIX PAVE)

15+38 - 16+25 LT.

CONST. ISLAND 'B; IMPROVE
72.6' 70' x 5' STR. GR. CURB C
MARK B-1 TO B-4

16+40 - 17+58
CONST. ISLAND
" 343.3'
3.18.12

17+70 -
CONST. IMP

19+C
CON

BOYKINS
CHARENCE N. &
HELEN B. PERKINS
DESSIE
CHASE
THOMPSON

ATT. ROW.

16+06 - 16+85 RT.
CONST. 154.5' x 5' STR. GR. CURB C
(C-2.3 MARK F-1 TO F-3.
IMPROVE SLOPE
ABANDON
REMOVE SURFACE; IMPROVE

15+02 - 18+
CONST. 372'
HDR.

15+60 RT.

CONST. APPROACH
(C-2 RD. MIX PAVE)

15+55 +

CONST. FLASHING BEACON
(NOT A PART OF THIS CONTRACT)

FOR ISLAND AND CURB DETAILS
SEE SHEET 14.

BM + 7 Sta. 7+32
BM + 12 Sta. 12+31
BM + 15 Sta. 15+22

FINISHED ROADWAY

-06.250%

VC - 360'
NPS - 1046

13+05 - 13+20 LT.

CONST. 15'x3' ASPH. DRIVE RAMP

13+20 - 13+70 LT.

CONST. 30'x STR. GRAN. CURB D; MARK J-G
" 50'x2' ASPH. SW. 5' WIDE

13+70 - 13+82 LT.

CONST. 12'x3' ASPH. DRIVE RAMP

13+82 - 14+00 LT.

CONST. 14'x STR. GRAN. CURB D; MARK F-I
" 14'x2' ASPH. SW. 5' WIDE

14+10

RETAIN EXIST. 12" CEMENT PIPE
CONST. 100'x4" PIPE 3' DEVE

14+88 LT.

CONST. DITY B.

" GALCIUMED

14+96 - 15+00 LT.

CONST. 10'x3' ASPH. DRIVE RAMP

15+00 - 16+15 LT.

CONST. 100'x STR.

GRAN. CURB D; MARK J-8

CONST. 109'x2' ASPH. SW. 5' WIDE

14+50 - 17+95 LT.

CONST. APPROACH COLLINS RD.

(C-2 RD. MIX. PAVE)

15+30 - 16+25 LT.

CONST. ISLAND 'B'; IMPROVE

72'x70' STR. GR. CURB C

MARK B-1 TO B-4

16+40 - 17+10

CONST. ISLAND

34'x30'

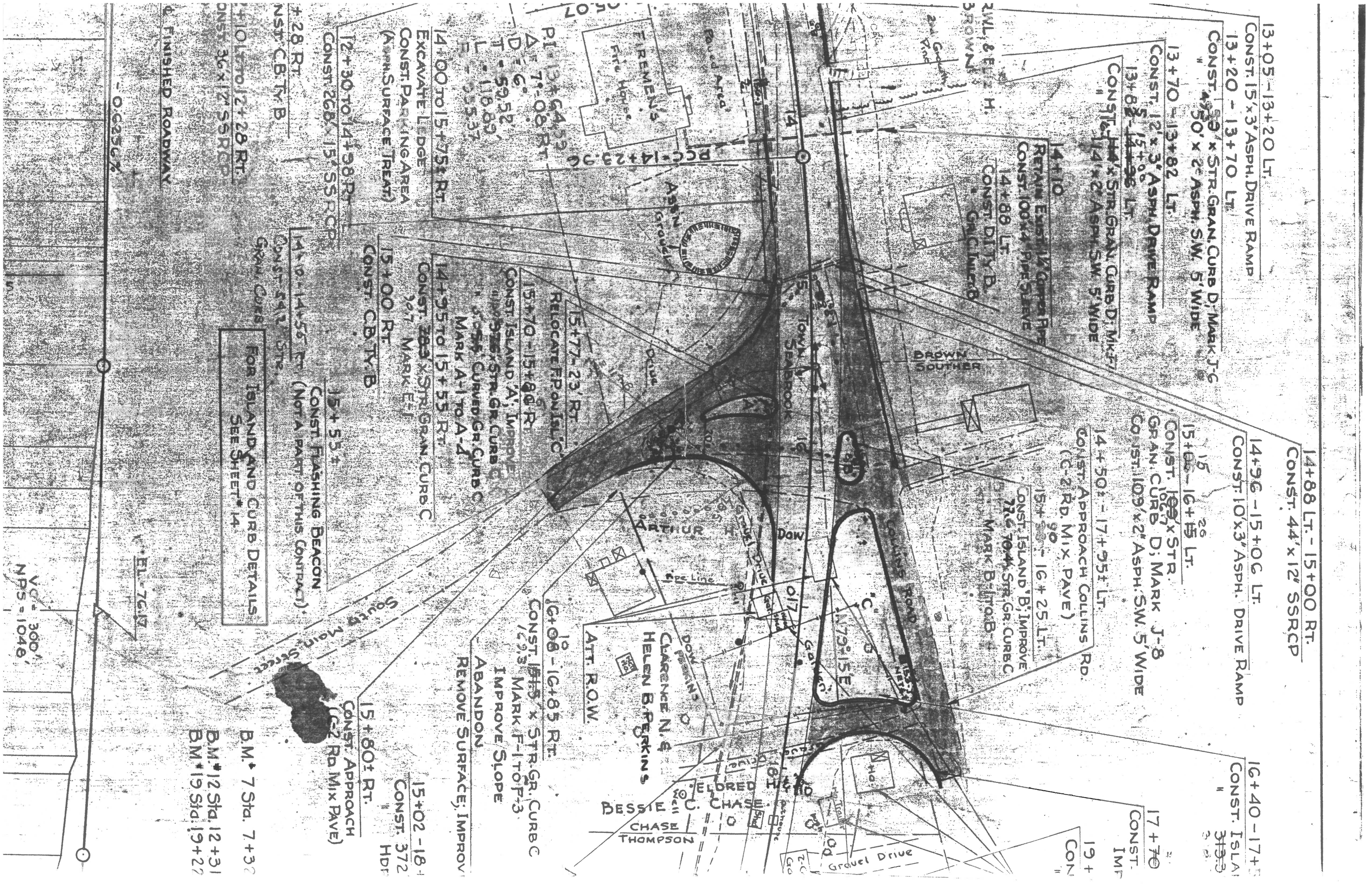
17+70

CONST.

IMF

19+

CON



FOR ISLAND AND CURB DETAILS
SEE SHEET 14

B.M. 7 Sta. 7+30
B.M. 12 Sta. 12+31
B.M. 15 Sta. 15+22

FINISHED ROADWAY

-0.625%

VC = 300'
NPS = 1046

15+00 RT.
12" SSRCP

DC LT.
ASPH. DRIVE RAMP

MARK J-8
SPH. SW. 5' WIDE

51' LT.
CH COLLINS RD.
(PAVE)
16+25 LT.
AND 'B' IMPROVE
5' STR. GR. CURB C
B' LTR. B-4

16+40 - 17+58 LT.
CONST. ISLAND 'C'; IMPROVE
" 34.33' STR. GRAN. CURB C; MARK C-1 TO C-7
318.5

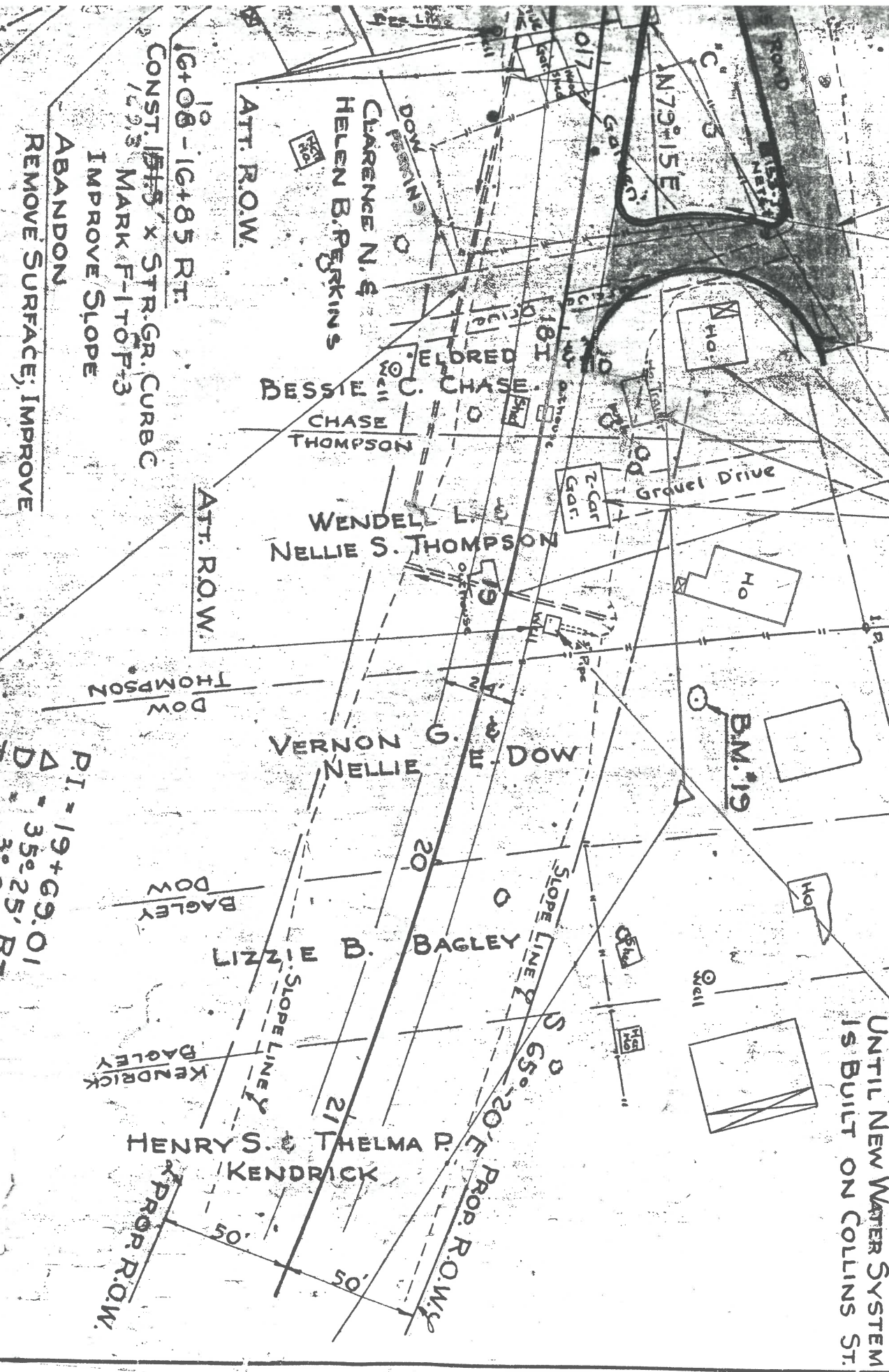
17+70 - 18+15 LT.
CONST. 12" x STR. GRAN. CURB C; MARK M-1
IMPROVE SLOPE

19+00
CONST. 76' x 15" SSRCP
" INLET & OUTLET DITCHES

TO BE REMOVED BY OWNERS ON OR
BEFORE JAN. 1, 1956

RETAIN EXISTING WELL
UNTIL NEW WATER SYSTEM
IS BUILT ON COLLINS ST.

FED. ROAD DIV. NO.	STATE	FAS PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	5-26(2)		6	75



16+08 - 16+85 RT.
CONST. 15" x STR. GR. CURB C
16.23 MARK F-1 TO F-3
IMPROVE SLOPE
ABANDON
REMOVE SURFACE; IMPROVE

15+02 - 18+74 RT.
CONST. 37.2' x 18" SSRCP
HDR. PC-4L
15+80± RT.
CONST. APPROACH
(16" RD MIX PAVE)

P.I. = 19+69.01
Δ = 35° 25' RT.
T = 545.05'
L = 1055.07'
R = 1106.84'

NOTE
LIMITED ACCESS:
STA. 16+00 TO 118+00 LT.
STA. 16+00 TO 111+00 RT.

B.M. # 7 Sta. 7+32 16' Rt. Yel. Paint on Con. Sign of Wing nr. S.E. Abut. of B.
Overpass El. = 80.7
B.M. # 12 Sta. 12+31 29' Rt. Vert. Spike & Washers in Root of 20' Pine El. = 74.28
B.M. # 19 Sta. 19+22 77' Lt. Vert. Spike & Washers in Root of 18' Pine El. = 64.69

16+300'
25 = 1046'

-1.4384%

29+50 L.T.
CONST. APP
(For Detail

29+35+T
IMPROVE

28 + 50t TO 29 + 10t LT.
IMPROVE SLOPE

28+80± TO 30+25±
CONST 270'x3"
TRAFFIC SIGNAL CONDUIT

ATTENTION
R.O.W.

ROBERT E. CLARK

ARNOLD S. A. RHON

25

22

27

3-1-20

4

1200

APPROVED
FOR

Pines & Hardwood

JENNIE W. BOON

B.M. 28

MAY 1952
 MARSHALL
 1372/388
 10

29+00: To 29+65+Rt.

acquired by
deeded to Marshall
Jan 30, 1957

25 + 35 R.T.
Reset Price

RESET PRESENT BOUND TO
R.O.W. LINE PRIOR TO CONST.

$$28 + 50$$

CONST. 80'x15"SSRCP

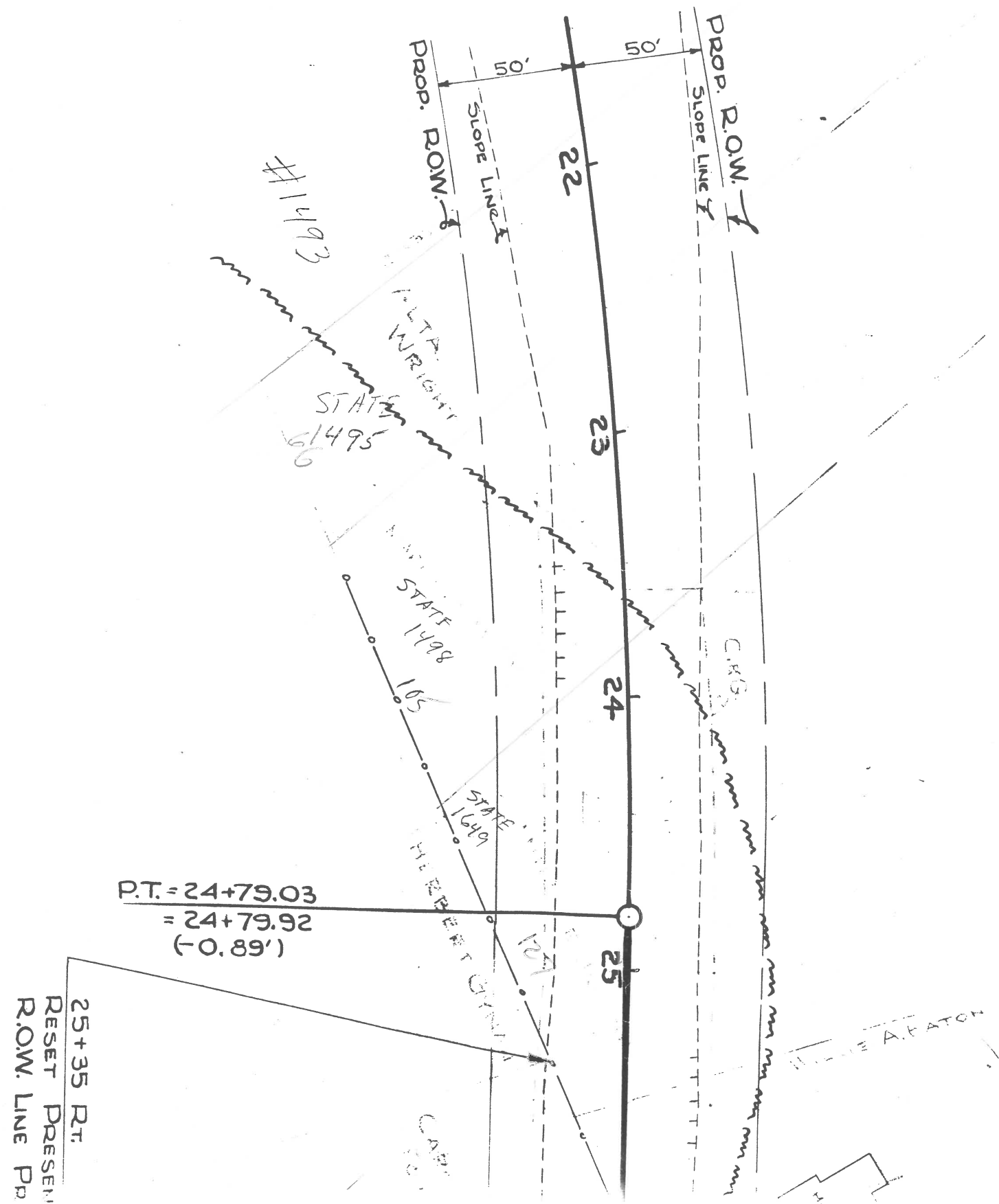
" INLET DITCH

OUTLET DITCH 2004 RT.
to APPROX. EL. = 48.0'

$$20 = 20$$

29+50
CONST.
(FORD ET

5-30-55
 4-7-55
 8-30-55
 9-30-55
 9-30-55

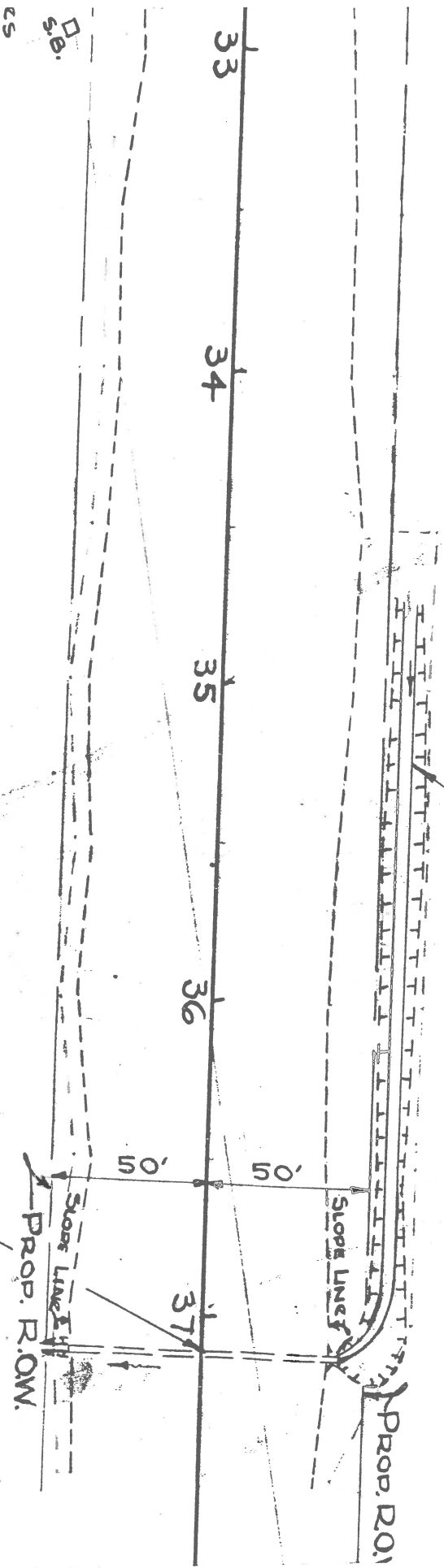


FED. ROAD DIV. NO.	STATE	F A S PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	5-26(2)		7	75

NER ON OR BEFORE

VILLA MAY GAURON & EDMUND F GAURON, JR.

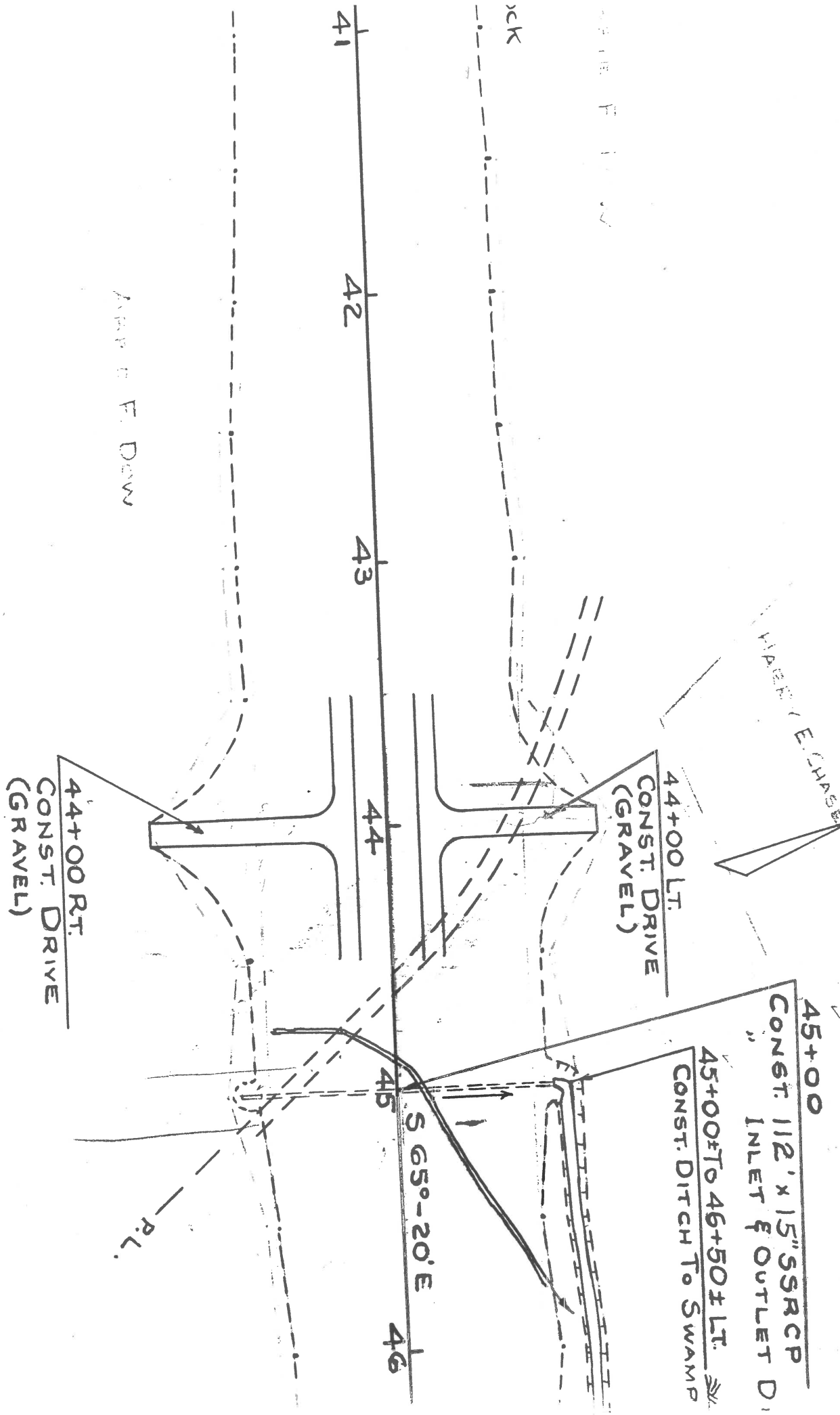
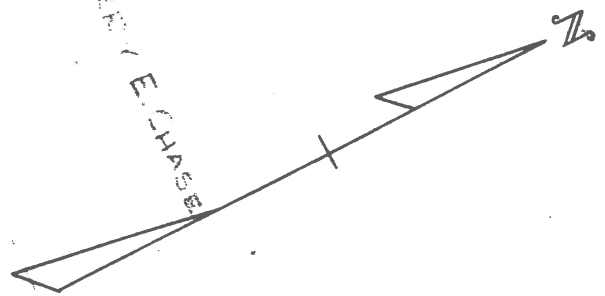
34+70+ to 37+10+ LT.
CONST. DITCH



37+10
CONST. 88' x 15" SSRCP
" INLET & OUTLET DITCHES

B.M. 28 Sta. 27+97 97' Rt. Vert. Spk. & Washers
in root of 18" Pine Elev. = 51.82

By B. Stevie
& Associates
Professional Engineers
146-4000, 1918



2.77%

GRADE LINE & FINISHED ROAD

5+00

CONST. 112' x 15" SS RCP
" INLET & OUTLET DITCHES
45+00 TO 46+50 ± LT.
CONST. DITCH TO SWAMP

B.M. # 48

48+00

CONST. 84' x 15" SS RCP
" C.B. T.Y. C RT.
" OUTLET DITCH

ALBERT M. DOW

ATT. R.O.W.

46

47

48

49

50

S 65°-20'E

P.L.

WOOD LOT

46+75-47+98 RT.
CONST. 123' x 6" BCP CMP UND.

ALBERT M.

48+25-51
CONST. 200
" UL

LINE & FINISHED ROADWAY

LEADS TO

33.9

37.5
37.6
39.2

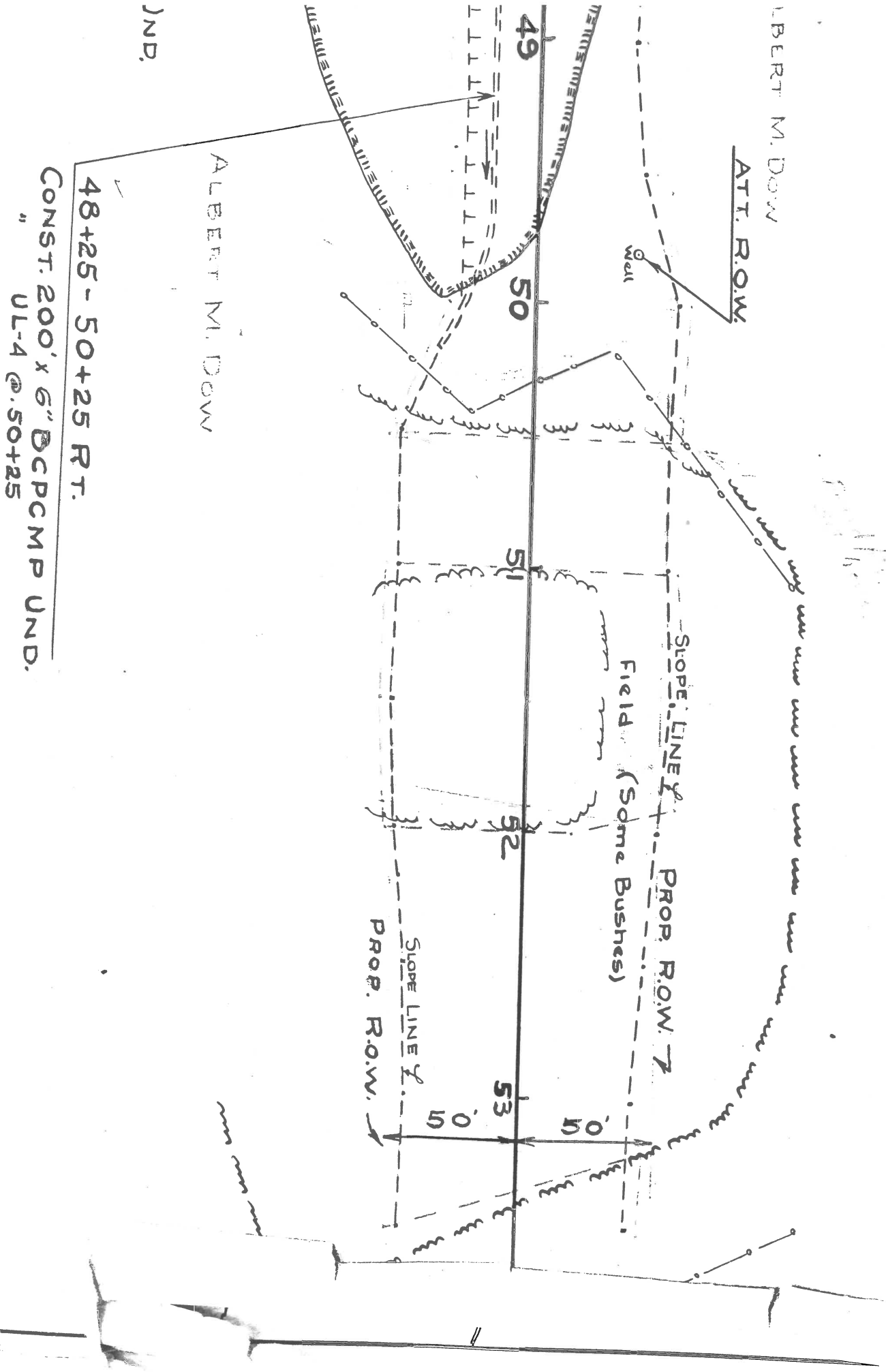
37.3
37.6
35.0
33.7
32.2

37.0
40.8
44.7

35.9
34.8
33.5
33.6
32.1

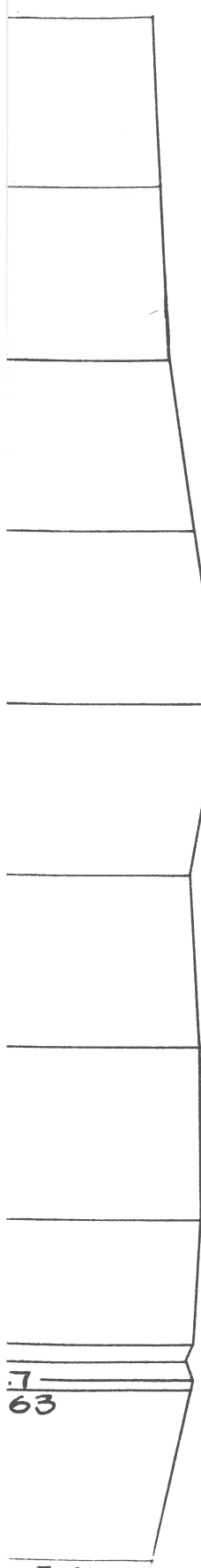
FED. ROAD DIV. NO.	STATE	FAS PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	5-26(2)		8	75

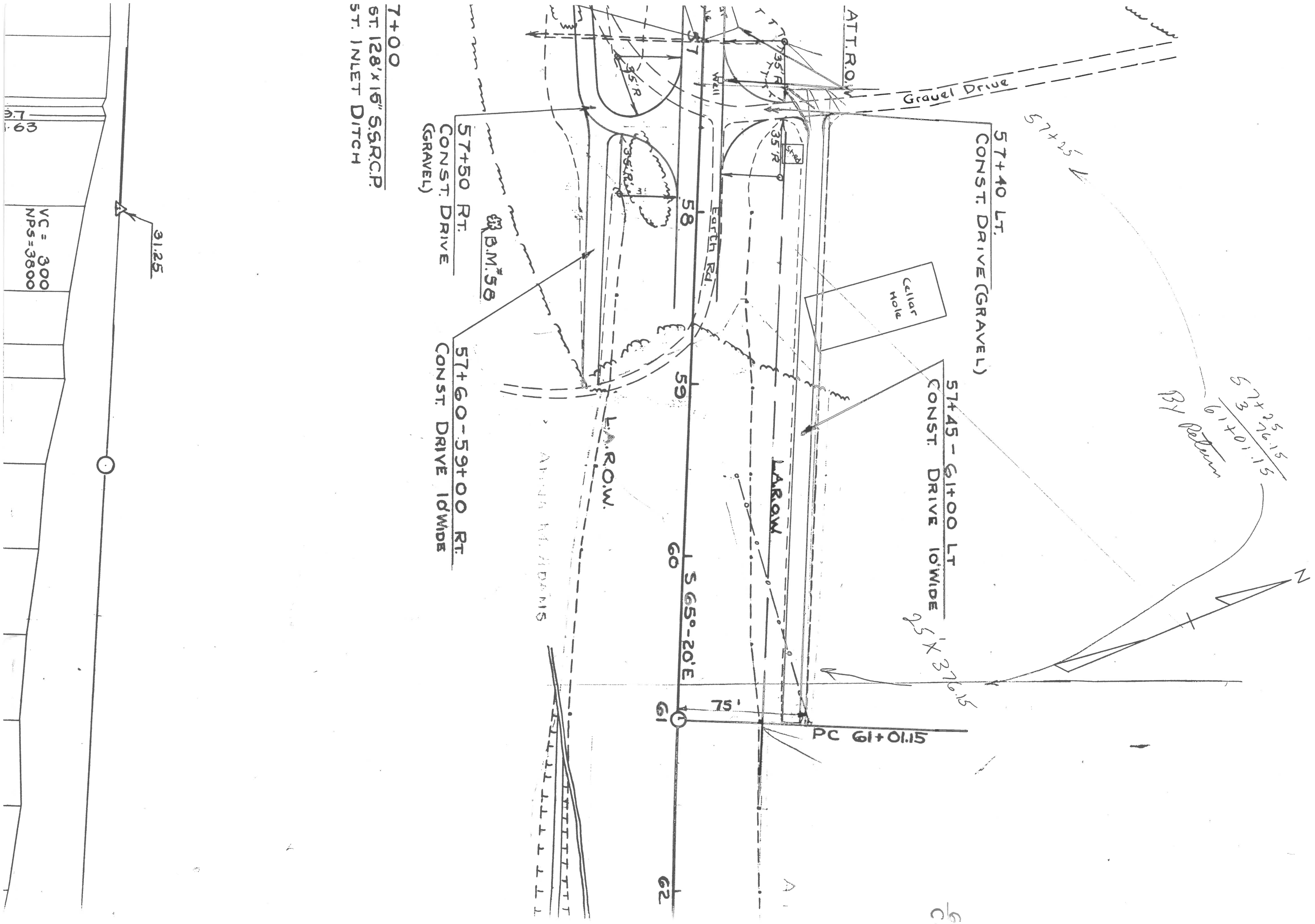
5+00
 INST. 84x15"SSRCP
 C.B.T.Y.C RT.
 OUTLET DITCH



B.M.#39 STA. 38+67. 80' RT. Vert. Spike & 2 washers in root of
 10" Maple.
 B.M.#48 STA 48+25 112' Lt. Vert. Spike with 2 washers in root
 of 10" Hemlock.
 Elev. 40.11
 Elev. 29.50

35.9
 34.8
 33.5
 32.1
 30.0





PC 61+01.15

64+00
Const. 12x15' SSRCP

Anna M. Adams

62

63

64

65

66

Mound of Dirt

Approx. Loc. Old Road (Not in use)

STATION
1352/300 41.600
1204 5807.200
Faint to 6000

61+00 - 67+25 RT.
Const. DITCH

FRONT 1 3

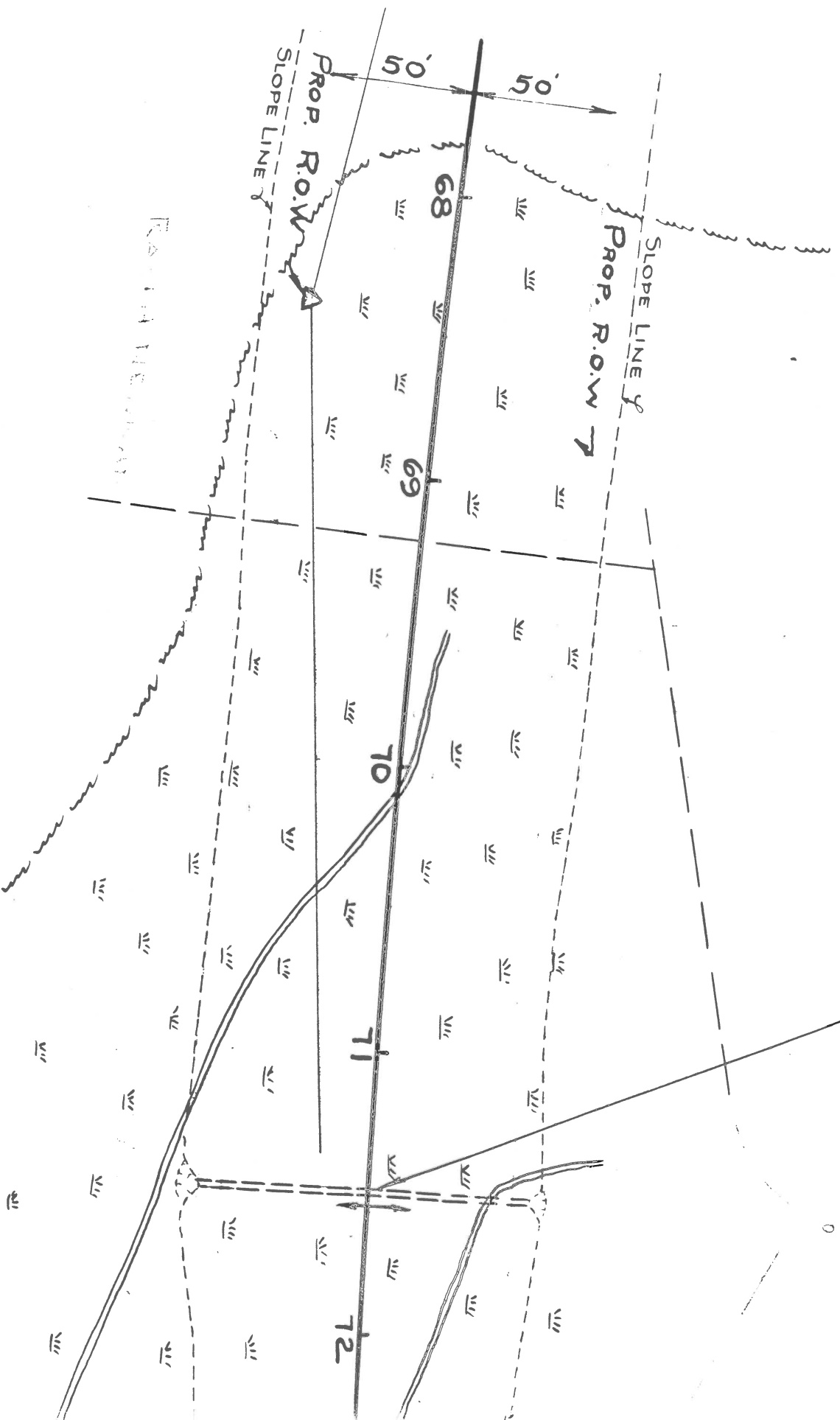
GRADE LINE & FINISHED ROADWAY

-0.96%

NOW OR FORMERLY
LUCY ADAMS

71+50

CONST. 115'x36" BCCMP



EST. GEORGE E. DOW
RALPH HEYMAN 1/2 INT.
GERTIE E. GOSS 1/4 "
LULO DOW 1/4 "

-0.96%

73+70
CONST. 105'x36" BCCMP
CONST. OUTLET DITCH

ELIZABETH K. CHASE

TRANSMISSION LINE

100' R.O.W.
Lowest Wire Elev. 32.35

SB-1-2103A
SB-1-2105

34-36' ROAD TW.

PT = $75 + 77.82 =$
 $102 + 82.78 (-2104.96)$

72 73 74 75 103

SB-1-2103A
SB-1-2105

IN FRONT
21' +

Ditch

Driftway or Road

Sub. Sta.
Area
E&MEC.

EXETER & HAMPTON
ELECTRIC CO.

50' R
RT

18" CMP

EQUATION
 $75 + 77.82$ BACK
 $= 102 + 82.78$ AHEAD
 (-2104.96)

102 + 82.78 (-2704.96)

106+10
CONST 60' x 6" PIPE SLEEVE

107+80
CONST 70' x 6" PIPE SLEEVE
70' x 4" PIPE SLEEVE

107+85 LT.
CONST. DRIVE

50' 50'
Road
DOCK (Approx.)

Drive

103 104 105 106 107 108
S 80°-06'E

Sub Sta.
Area
E&H.C.

50' R.O.W.
RES.

CHARLES H.
& NANCY E.
McMAHON

LERROY EATON
LIFE EST.

ATT. R.O.W.

BM #10
Ar. Well

Clam Ho.
Septic Tank

Gar.

GEORGE R. DOW

PAUL A.
SCHWABER

Septic Tank
Dry Well

Clam Ho.

THE HAMPTON
ELECTRIC CO.

South Main Str.

B.M.#10 STA. 105+98,

ON
BACK
AHEAD
(196)

GRADE LINE & FINISHED ROADWAY

V.C. 300'



118+00 LT.
END OF LIMITED ACCESS

114+50
CONST. 100' x 15" SS RCP

EST OF THOMAS F. CAPELES

14

119+00
CONST. 104' x 15"
OUTLET

ELIZABETH

115 116 117 118 119

117+25
CONST. 40.8' x 15" SS RCP
S. ELEV.

Earth Drive

114+25 RT
CONST. EARTH
BERM; IMPROVE

REMOVE SURFACE
SOUTH IMPROVE

ESTATE OF THOMAS F. CAPELES

118+00 RT.
CONST. DRIVE

GRADE LINE & FINISHED ROADWAY

20.71

ST. 104'x15' 66RCP
OUTLET DITCH

TOWN OF
SEABROOK

120+00 LT.
CONST. EARTH BERM
IMPROVE

123+50 LT.
CONST. DITCH
THRU OLD ROAD

ELIZABETH K. CHASE

PL 1514
Paved #2
50' Road

ABANDON - REMOVE SURFACE

580°-06'E

120

121

122

123

124

EST. T. MISS F. CASE
OLD COLONY TRUST CO.
JAMES T. FITZGERALD
CO-TRUSTEES

B.M. #122

120 R.T.
ST. DRIVE

120+35-122+20 R.T.
CONST. 165'x6 BCP CMP UND.
UL-4 @ 122+20

Ditchway

BM #122 STA. 122+45; SPIKE ON 10

20.71

15.3

UND. SECTIONS
16.0
17.1
19.0

19.9

15.4 18.9

15.9 20.4

17.0
17.8
17.9

FED. ROAD DIV. NO.	STATE	F A 9 PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	5-2662		11	75

0 Lt.
ARTH BERM
ROVE

123+50 Lt.
CONST. DITCH
THRU OLD ROAD

123+70 Lt.
CONST. EARTH BERM
IMPROVE

FOSTER J & CORA B.
CONRAD

124+25 Lt.
CONST. DRIVE

P.C. = 125+78.63

REMOVE SURFACE

PROP. R.O.W. 7

NET 74
ELEV 74.1-J
SLOPE LINE

122 123 124 125 126

SLOPE LINE

Gravel Drive

PROP. R.O.W.

Proj Mkr.
5-26(1)

B.M #122



DISTWAY

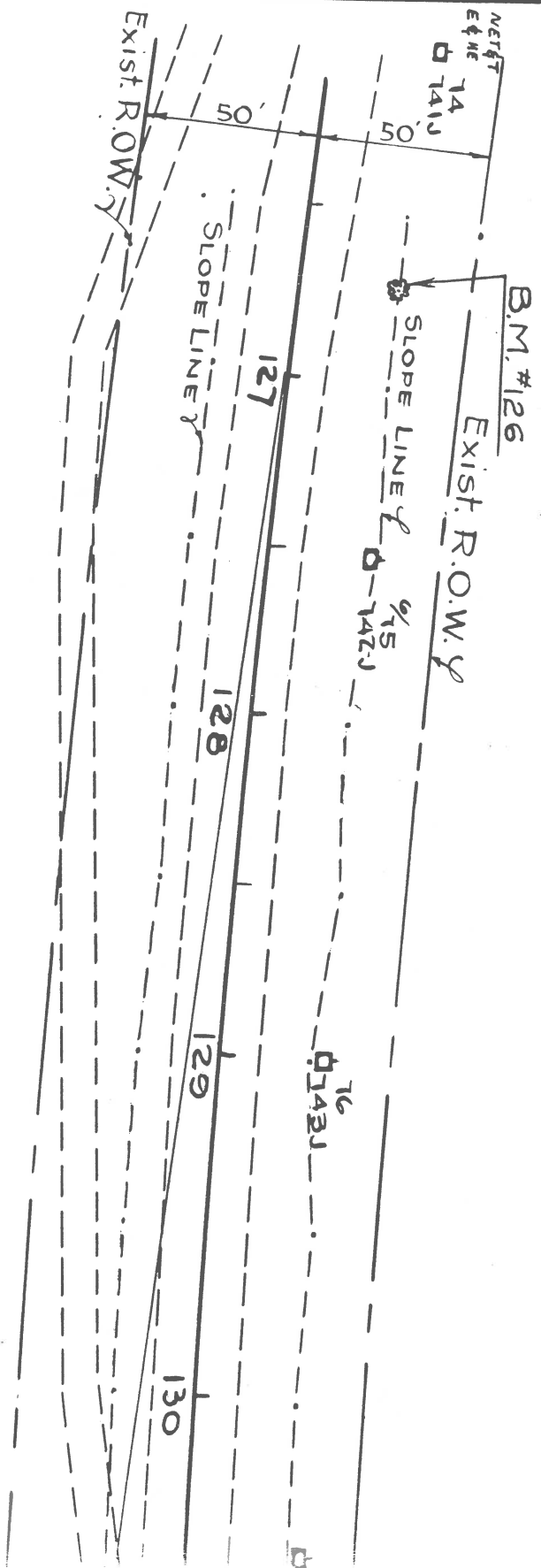
STA. 126+50
BEGINNING 5-26 (1)
BUILT 1948

BM #122 STA. 122+45; SPIKE ON 10" PINE 122' RT. ELEV. = 17.91'

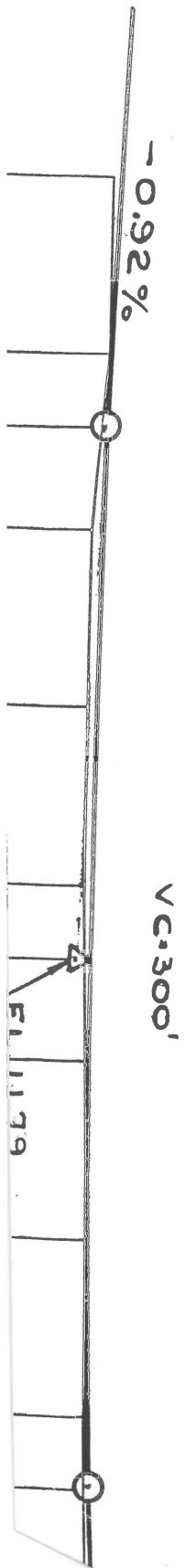
BOOK NO.

PAGE NO.

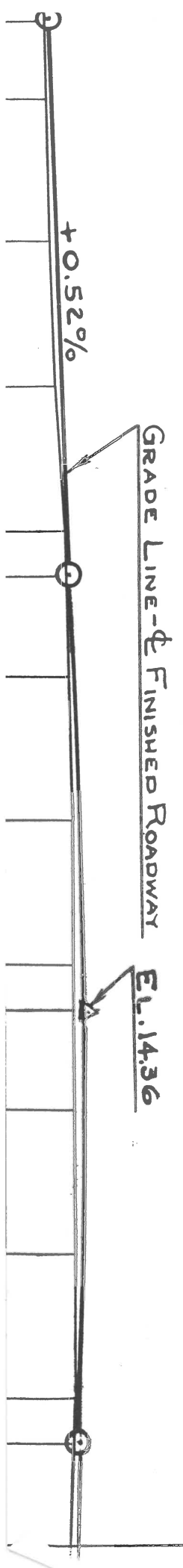
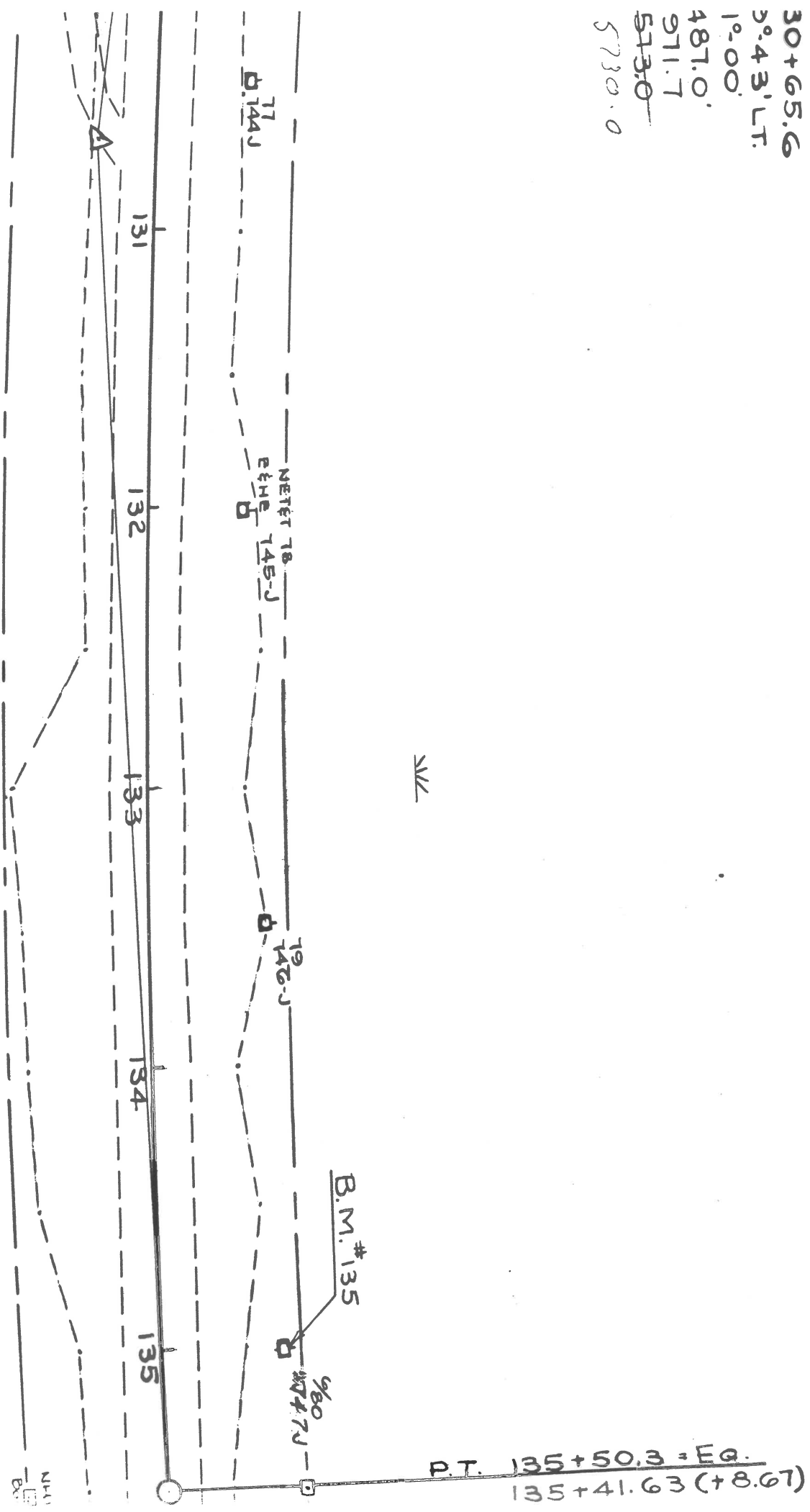
P.I. 130+
Δ 9° 4'
D 1° 00'
T 487.
L 971.
R 513.
57



4-7-55
8-30-55
9-26-56
9-30-58



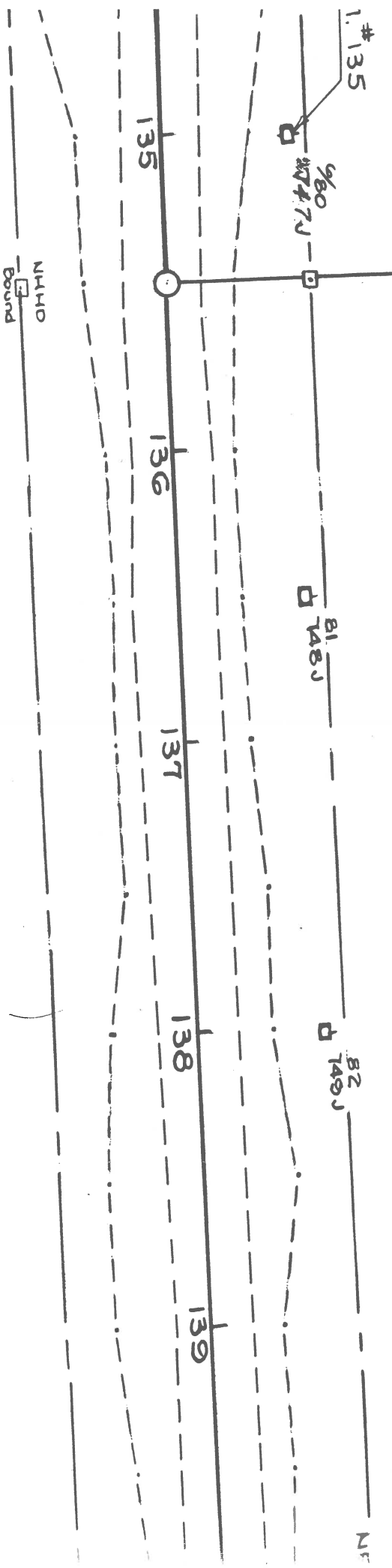
30+65.6
 3°43'LT.
 1°00'
 487.0'
 911.7
~~513.0~~
 5730.0



EQUATIO
 135+50.3
 135+41.63

2328.15

P.T. 135+50.3 = E.O.
135+41.63 (+8.67)

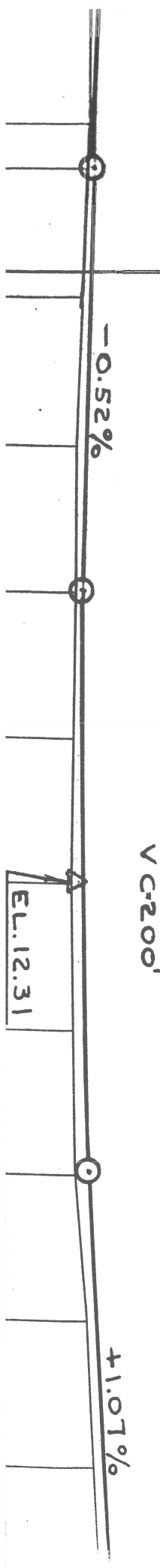


140+95 - 141+3
RECONSTRUCT

140+95 - 141+33
RECONSTRUCT

141+33.25 - 141+96
CONCRETE SLAB
CLEAR SPAN 55'-1"
ROADWAY WIDTH
OVERALL LENGTH
RETAIN

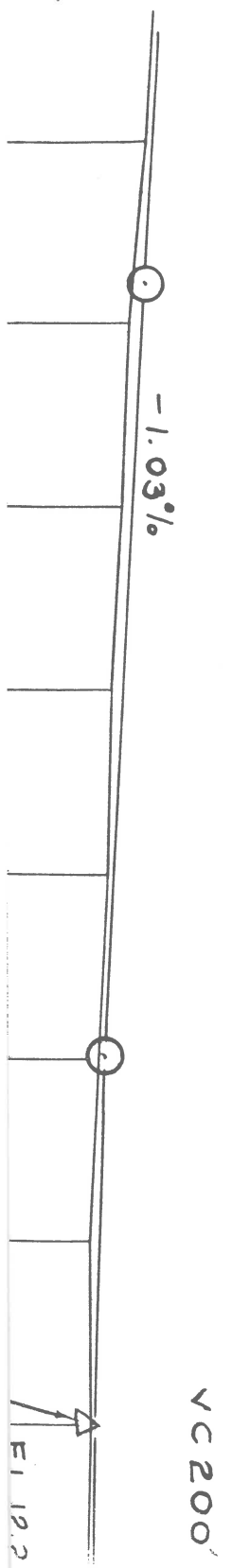
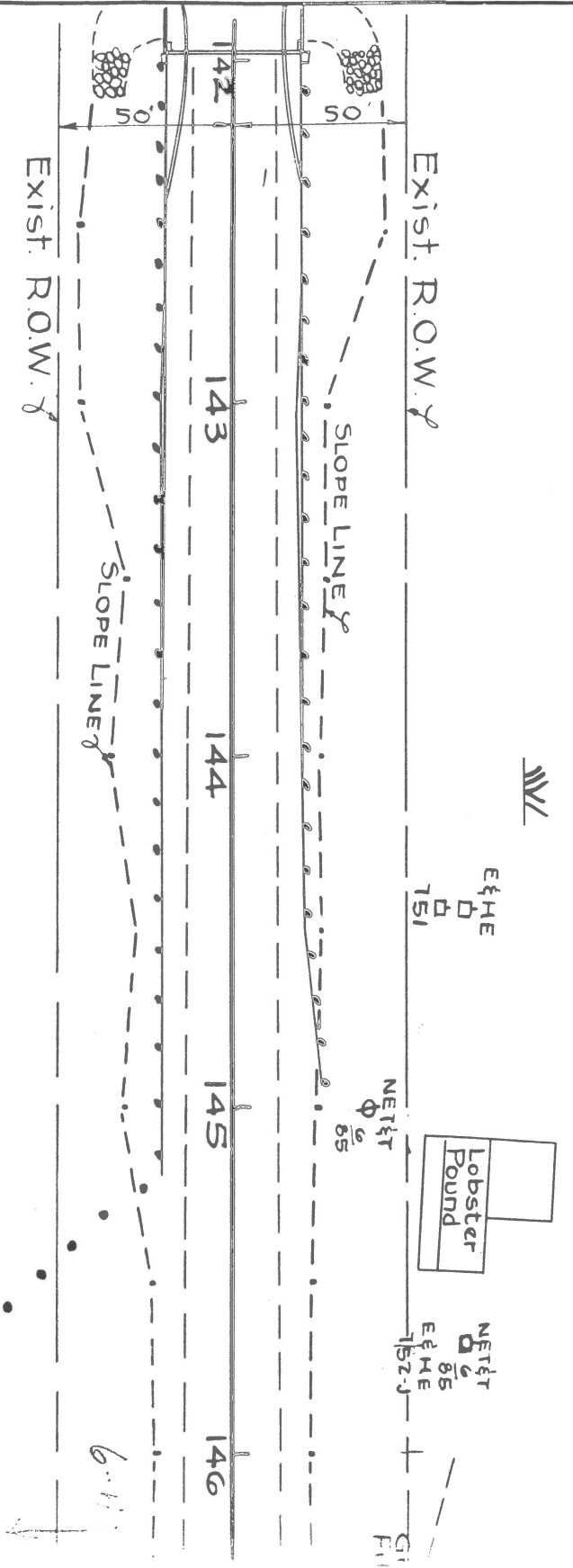
EQUATION (+8.67)
135+50.3 Back
135+41.63 Ahead

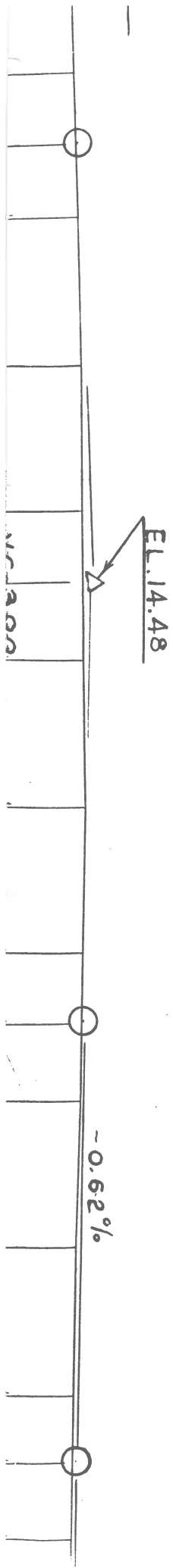
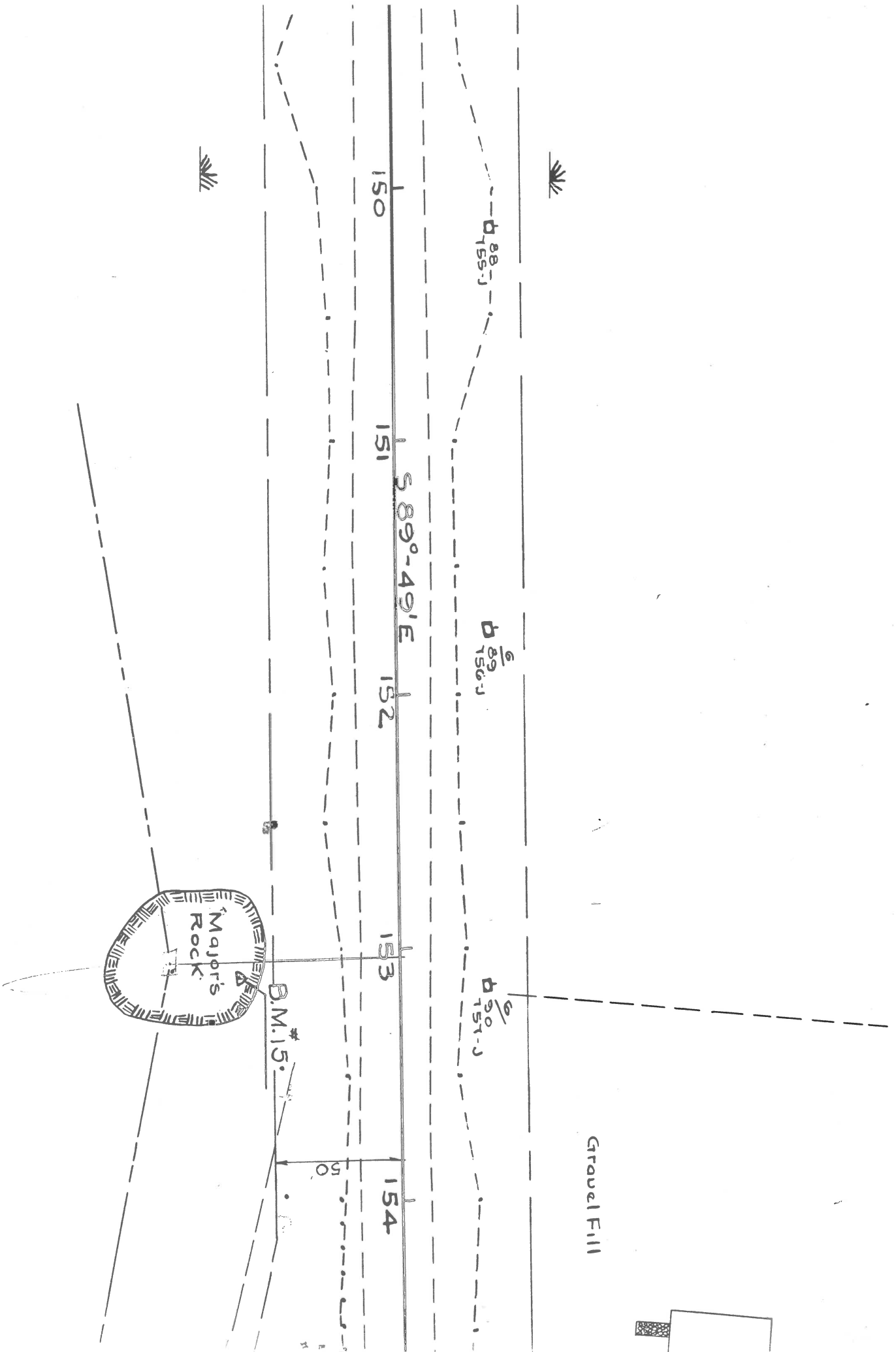


8-10-56
 8-30-55
 9-26-56
 9-30-58

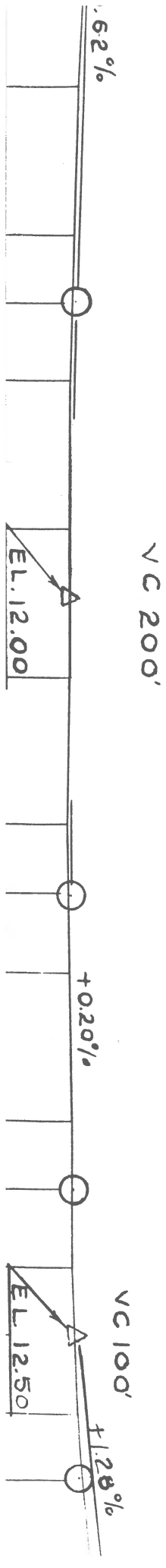
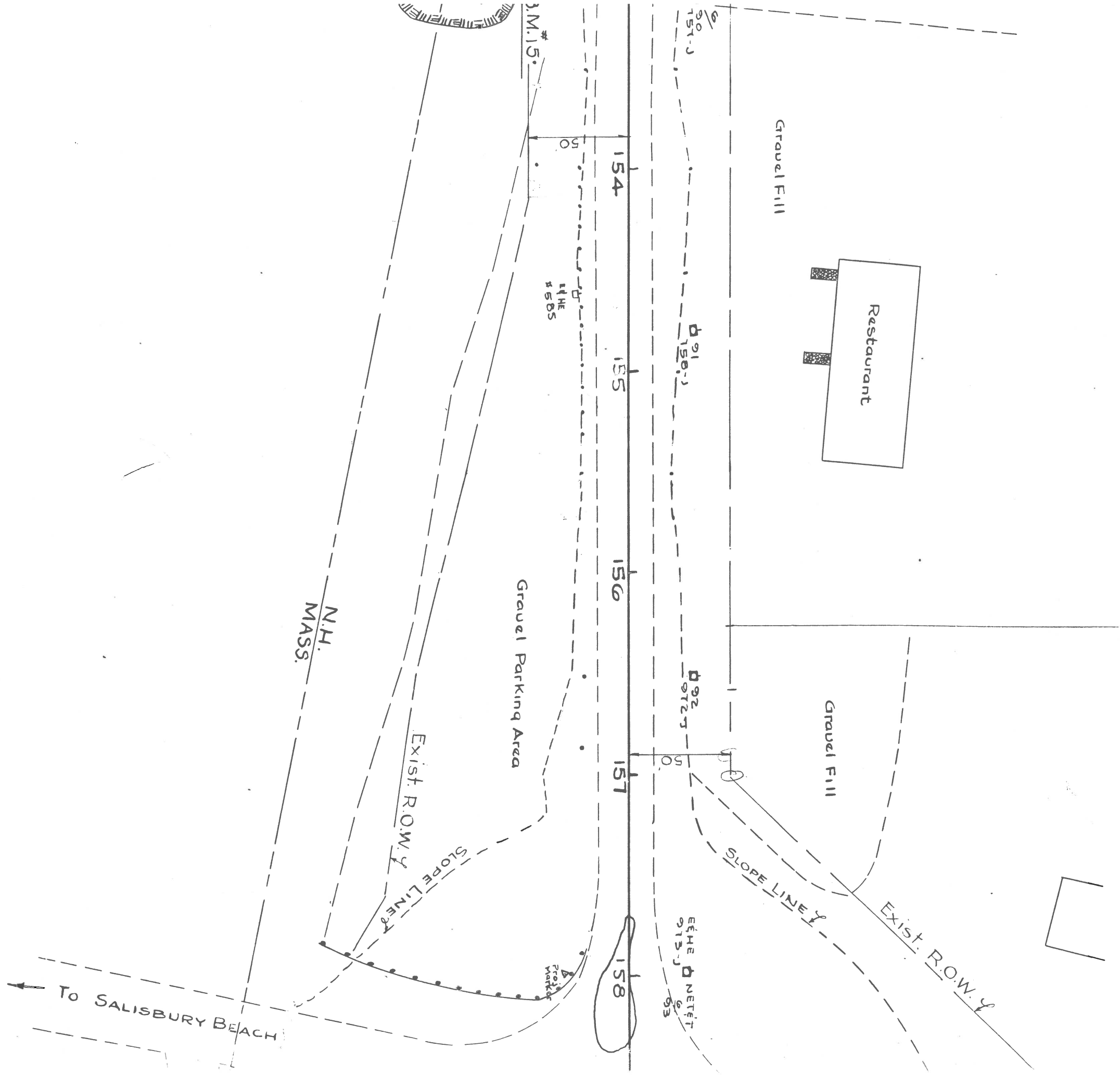
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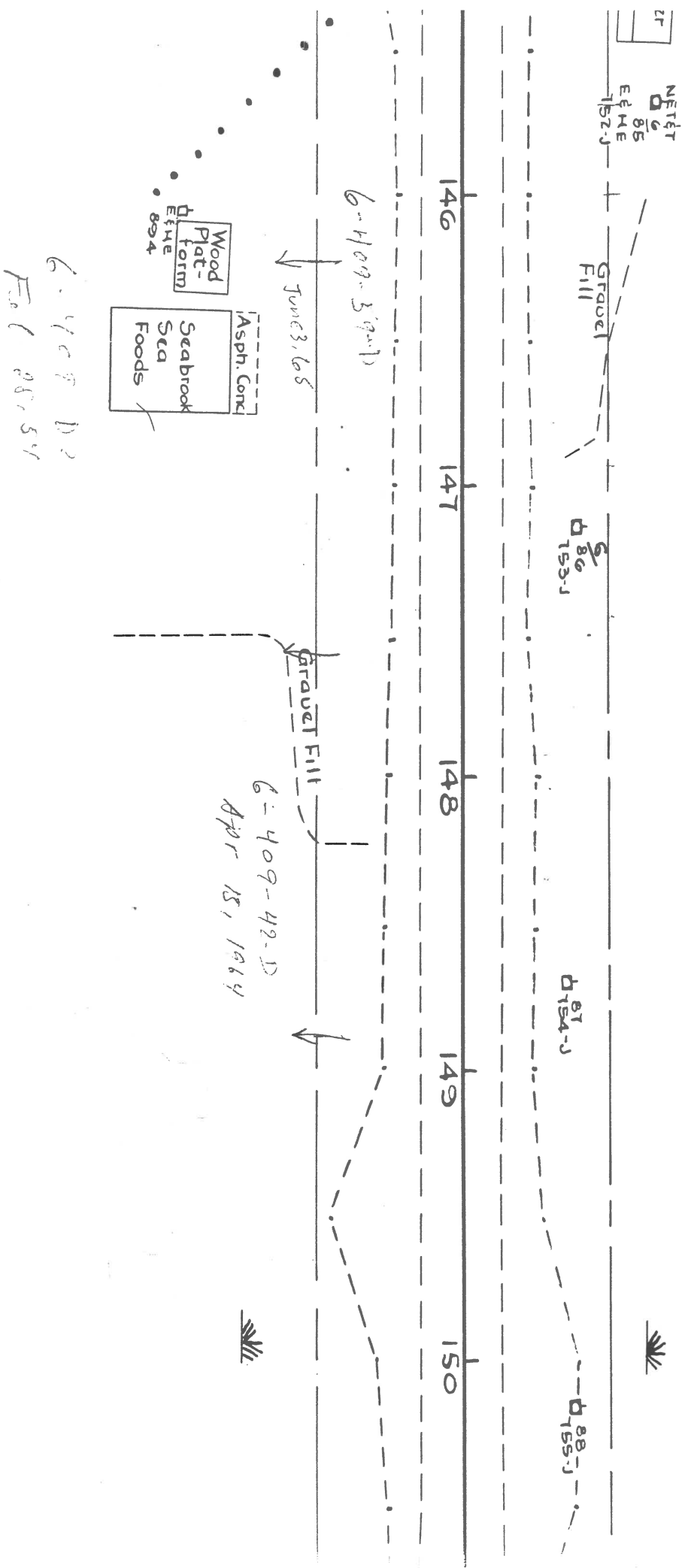
 BOOK NO. PAGE NO.





FED. ROAD DIV. NO.	STATE	FAS PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	N. H.	5-26(2)		13	75





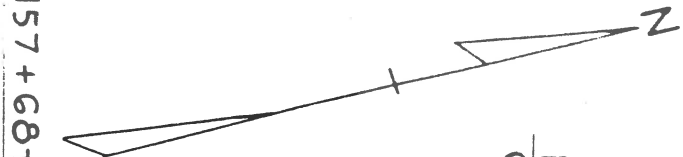
VC 200'

GRADE LINE & FINISHED ROADWAY

+0.42%

151+40 L.I. - 151+43-A L.I.
CONST. 20' x STR. GRAN. CURB C
215' MARK H-1 TO H-5

157+40 - 13+43-A L.T.
CONST. W.P.M's 5' C-C



A-51
A-41
A-31
A-21
A-11
A-01

Salisbury St.
Bound

House

11+78 - 13+54 RT.
CONST. 17' x 5' STR. GR.
158.7 MARK V-4

11+60 - 11+78 RT.
CONST. 18' x 3' ASP.

Gar.

11+28 - 11+60 RT.
CONST. 32' x 3' STR. GR.
31.8 MARK V-3

11+16 - 11+28 RT.
CONST. 12' x 3' ASP.

10+64 - 11+16 RT.
CONST. 32' x 5' STR. GR.
52.0 MARK V-2

10+52 - 10+64 RT.
CONST. 12' x 3' ASP.

10+30 - 10+52 RT.
CONST. 32' x 5' STR. GR.
22.8 MARK V-1

State Line St.

Route 1-A
To Salisbury Beach
To Hampton Beach

157+68 TO 158+40
CONST. ISLAND "D"; IMPROVE
12' x 15' STR. GRANITE CURB C
5.8' x 3' CURVED GRAN. CURB C
MARK D-1 THRU D-5

Gravel Fill

Exist.

IMPROVE

Exist. R.O.W.Y

NET
15' DITCH

SLOPE LINE

156

Gravel Parking Area

IMPROVE

158+00

LETTER PROJ. MARKER

Exist. R.O.W.Y

N.H.
MASS.

157+22 RT. - 10+50-A LT.
CONST. W.P.M's 5' C-C

157+22 RT. - 10+50-A LT.
CONST. 13' x 5' STR. GRAN. CURB C
186.8 MARK T-1 TO T-5

STA. 158+56
END OF S-26(2)
END OF S 26(1) BUILT IN 1948

GRADE LINE & FINISHED ROADWAY

VC=200'

VC=100'

+0.20%

+1.78%

EL=12.50

+25

+25

+25